

COUNTRY East Germany

REPORT

TOPIC Neuruppin Airfield

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EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	PARED	16 January 1953
REFERENCES		25X1
PAGES	4	ENCLOSURES (NO. & TYPE)
REMARKS	This is UNEVALUATED Information	

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1. Air activity [redacted] at Neuruppin airfield during the period from 4 through 25 October included:

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4 October. From 10:30 a.m. to 2:30 p.m., six MiG-15s without auxiliary fuel tanks practiced instrument flying at a low altitude in the clouds. The cloud base was at an altitude of about 200 meters, and visibility was 5,000 meters. At 11:25 a.m., a twin-engine transport plane landed.

8 October. At 4:55 p.m., the transport planes took off again. Nine MiG-15s, which returned from a formation flight, landed at 5:20 p.m.

11 October. Four MiG-15s practiced blind flying. The cloud base was at an altitude of 300 meters, and visibility was about 2,000 meters.

20 October. Po-2s practiced flying from 11:15 a.m. to 2:25 p.m. At 2:35 p.m., an IL-10 landed at the field.

21 October. From 8 a.m. to 2:50 p.m., MiG-15s without auxiliary fuel tanks made local training flights in groups of two.

22 October. From 9 a.m. to 5:30 p.m., 12 individual take-offs by MiG-15 or type-29 planes were observed. At 6 p.m., MiG-15s were observed flying in the clouds, the cloud base being at an altitude of about 200 meters.

23 October. At 12:15 p.m., [redacted] from Wittstocker Allee, 21 MiG-15 or type-29 planes, 3 single-engine, low-wing monoplanes, 2 biplanes and 1 IL-10 parked at the field. There was no flying.

24 October. There was no flying from 7 a.m. to 5 p.m. The weather was poor. Night flying was practiced after 5 p.m., when weather conditions improved.

25 October. From 10:30 a.m. to noon MiG-15s practiced firing at a sleeve target towed by a single-engine monoplane. Groups of two MiG-15s each would approach the target individually from the right or left rear.<sup>1</sup>

2. At 3 p.m. on 9 October, [redacted] a convoy of about 30 trucks and fuel trucks [redacted] at a halt about one km east of Grieben, headed

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toward Linde. Some of the about 200 air force soldiers wore flying suits or black overalls. [ ] starter carriages, bedding, and equipment on the trucks.<sup>2</sup>

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3. Observations made at the field from 19 October through 3 November included:

19 October. At 2 p.m., groups of four MiG-15s and 14 MiG-15s were seen at the eastern end of the runway and in front of the hangars respectively; the latter planes were covered with tarpaulins. Two single-engine planes fitted with radial engines and a single-engine plane fitted with an in-line engine were also parked in front of the hangars. At 7 p.m., a MiG-15 took off.

22 October. From 8 a.m. to 2 p.m., there was intensive training activity by individual MiG-15s. The weather was fair.

23 and 24 October. There was no flying.

25 October. There was light training activity by MiG-15s from 10 a.m. to 1 p.m.

26 and 27 October. There was no flying.

28 October. MiG-15s fitted with auxiliary fuel tanks made training flights from 10 a.m. to 1:30 p.m.

29 October. From 10 a.m. to noon, MiG-15s made some individual training flights.

31 October. There was no flying.

1 November. From 10 a.m. to noon, [ ] three or four take-offs by Po-2s.

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3 through 8 November. There was almost no flying. The weather was mostly foggy. Only on 4 November some MiG-15s made individual training flights from 10 a.m. to noon.<sup>1</sup>

4. Six bunkers about 50 meters apart [ ] between the western turning apron of the runway and the Klapgraben. They were of the same type as those built in the northeastern portion of the field. Trucks [ ] were seen proceeding to the airfield.<sup>3</sup>

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5. Air activity [ ] at the field from 22 October through 3 November included:

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22 October. From 9:38 to 10:10 a.m., MiG-15 [ ] was [ ] flying; from 11:04 to 11:36 a.m., MiG-15 [ ] and from 11:54 a.m. to 12:29 p.m. MiG-15 [ ]

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[ ] All the planes, which were fitted with auxiliary fuel tanks, climbed to a great altitude immediately after taking off. Two MiG-15s practiced take-offs and landings from 6 to 8 p.m. The runway was lighted with a row of lights, but no landing lights or searchlights were in operation. The weather was overcast, and visibility about 6,000 meters.

23 October. From 11:25 to 11:38 a.m., MiG-15 No 1509 fitted with auxiliary fuel tanks was [ ] flying. No other air activity was noticed.

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24 October. There was no flying until 6 p.m. The weather was foggy. After 6 p.m. a MiG-15 and a single-engine plane made local training flights. The planes had switched on their position lights, and the runway was lighted. No other lights were observed.

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25 October. At 10:06 a.m., two MiG-15s with auxiliary fuel tanks practiced firing at an air target towed by a single-engine plane flying at an altitude of about 3,000 meters. There was a 5/10 overcast and good visibility. When the MiG-15s landed at 10:36 a.m. [ ] was identified on one of them. The firing practices were continued until 3:30 p.m. [ ] were identified on MiG-15s involved in these exercises.

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26 October. At 11:20 a.m., [ ] 23 MiG-15 or type-29 planes, 4 Yak-11s, 2 Po-2s, and 1 single-engine plane fitted with in-line engines at the field. Only two crates, one of them by about 75 centimeters lower than the other, were seen in the large hangar west of the repair hangar.<sup>4</sup>

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26 and 27 October. There was no flying. The weather was dull.

28 through 30 October. There was daily flying from 9 a.m. to 4 p.m. The weather was fair. Firing at air sleeves and formation flying in groups of two was practiced by MiG-15s. [ ] were identified on MiG-15s. Type-29 planes without auxiliary fuel tanks made local training flights. [ ] was identified on one of these planes.

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30 October. At 6:25 p.m., a ground signal was fired from the flight control station. Thereupon the engines of the alert planes were started. At 6:29 p.m., the alert planes took off at intervals of four seconds each. The runway was not lighted. The alert planes flew to an altitude of about 2,000 meters with their position lights burning and landed again at 6:54 p.m. At that time, the lights of the runway were switched on. There was an 8/10 overcast, and visibility was about 8,000 meters.

31 October. There was no flying. At 1:40 p.m., 24 MiG-15 or type-29 planes; 3 Yak-11s; 2 Po-2s and 1 single-engine plane with in-line engine were observed at the field. Only one crate was observed in the large hangar.

1 November. From 10 a.m. to 2 p.m., individual MiG-15s practiced firing at a sleeve target towed by an IL-10. Po-2 [ ] practiced take-offs and landings. There was a 10/10 overcast, and visibility was about 3,000 meters.

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2 and 3 November. There was no flying.<sup>1</sup>

6. At day and night, the four MiG-15s of the alert planes were parked at their usual parking site. They were not covered with tarpaulins, and their engines were connected to starter carriages parked under their left wings. In bad weather, the cabins of the planes were protected by a cover. The wheels of the alert planes were secured by wheel blocks. During westerly winds, the planes were parked on the turning apron at the eastern end of the runway; they were parked at the western end of the runway only when there were easterly winds blowing at a force of upward of 30 km/p.h. The crews of the alert planes and the pertaining ground personnel stayed in a temporary building near the eastern end of the runway. Another single-story brick building 4 x 8 meters [ ] about 40 meters south of the western end of the runway was possibly used, when the alert planes were parked in the western portion of the field. A starter carriage and a trailer with plexiglass cupola, were parked at the eastern end of the runway.

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7. On 13 October, when there were difficulties in starting the engine of a MiG-15, a single-axle, hand-drawn vehicle about 1.40 meters long and 1.40 meters high, on rubber-tired wheels was sent for. The carriage was double the length and the height of the previously observed starter carriage.

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8. The board fence on the east side of the installation was secured by two strands of barbed wire. The wire fence at the north side of the field extended south of the ammunition dump, which was fenced in separately. Wittstocker Allee was only occupied by guards during flying activity at the field. A dog kennel was [redacted] in a building in the athletic field. No dogs were [redacted] on Klapp-graben after 1951. No AAA emplacements were noticed at the field. The eight shrapnel-proof aircraft revetments were surrounded with walls of dark earth. No aircraft revetments were [redacted] under construction.<sup>5</sup>

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1. Comment. A fighter regiment equipped with 20 to 24 MiG-15s is stationed at Neuruppin airfield. As previously reported, the present report indicates that flying is also conducted there under adverse weather conditions.

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The aircraft [redacted] on MiG-15s were known previously. A Po-2 plane [redacted] was once [redacted] in Wittenberg. It is unknown whether the two planes are identical.

2. Comment. Grieben is east of Neuruppin on the Neuruppin-Liebenwalde-Eberswalde highway. [redacted] aircraft of the fighter regiments from Neuruppin attacked targets in Finow on 9 October. It is believed that the motor vehicle convoy observed was connected with the exercise of these fighter regiments.

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3. Comment. It is believed that the term bunker refers to aircraft revetments in the southwestern portion of the field. So far, it had only been known that such shrapnel-proof aircraft revetments were available in the northern portion of the installation.

4. Comment. According to available information, this large hangar, which has neither doors nor windows, is being used for the storage of crates and equipment.

5. Comment. An AAA emplacement of 6 x 37-mm guns was [redacted] south of the middle of the runway. [redacted]. A decrease of AAA protection was also observed at other fields, presumably in connection with unfavorable flying conditions.

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